

PRICE ONE CENT.

"Circulation Books Open to All."

NEW YORK, FRIDAY, JANUARY 8, 1895.

"Circulation Books Open to All."

PRICE ONE CENT.

NIGHT EDITION WILL RUN ALL HIS CARS.

President Norton Says He Will Start Up To-Morrow at All Hazards.

DEMANDS PROPER PROTECTION.

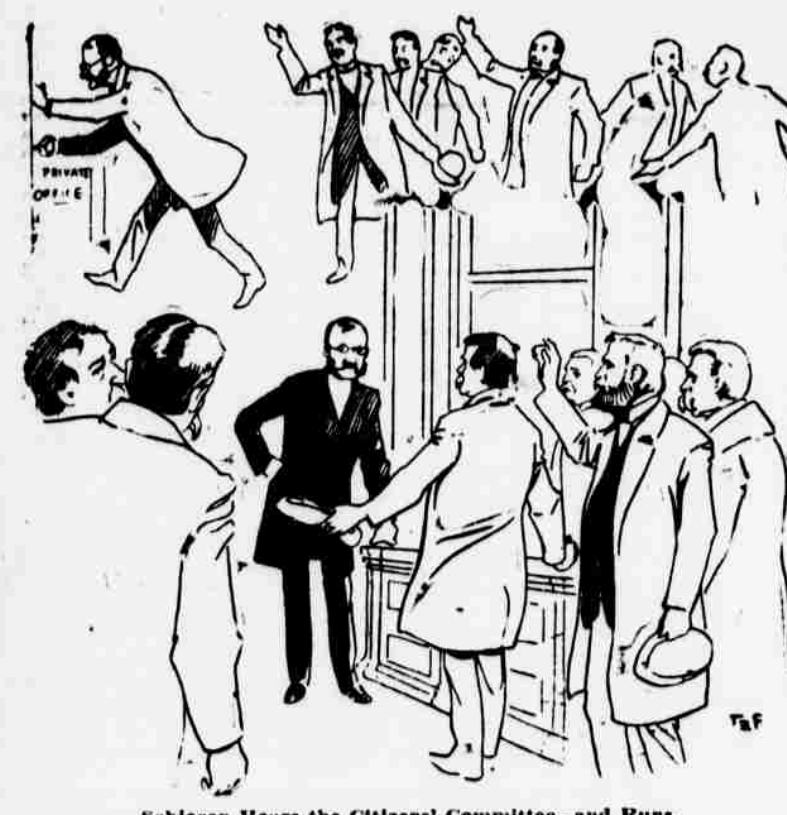
He Asks Police Commissioner Welles to Augment His Force with Militia.

VIOLENCE IN ALL PARTS OF THE CITY.

In Some Cases Shots Were Fired from the Crowd, but Nobody Was Hit--- New Men Desert.

It is possible that Mayor Schieren may take steps to have the militia called out to guard the various trolley lines, if he finds there will not be sufficient police to protect that section.

President Norton, of the Atlantic Avenue line, sent a letter to Police Commissioner Welles, saying his company was in a position to run the Bergen street cars to-day, and he wanted to know if there would be sufficient police to protect the line. If not, he desired to have the militia called out.



Schieren Hears the Citizens' Committee—and Runs.

The Commissioner went to the City Hall and held a consultation with Mayor Schieren and the Corporation Counsel, and an answer to the letter was sent.

Commissioner Welles asked President Norton for all the details it was possible to give him, how many men he wanted, and at what time he wanted to run the cars.

President Norton replied by saying he proposed to start all his cars to-morrow morning at 7 o'clock, and said he would hold the city responsible for any damage done. He renewed his request for protection, but said he would start, whether he got it or not.

Later in the day Mayor Schieren said that he and his associates were still considering the advisability of adopting Mr. Norton's suggestion to call upon the State militia to aid the police in protecting the cars of the railroad companies.

He said that this would only be done at the last extremity, and after every other means of bringing the strike to an end and starting the cars had failed.

It had been decided to take no further steps in the matter until the Board of Arbitration had finished its examination of President Lewis, President Norton and General Manager Wicker, all of whom he had been informed had been subpoenaed to appear before the Board this afternoon.

These gentlemen had signified their intention to obey this summons and would be on hand, and there was a possibility that some amicable and satisfactory agreement might be arrived at.

There were several scenes of disorder along the lines of the trolley strike in Brooklyn this morning, but the police had little difficulty in quelling the disturbances.

At the Halsey street depot a crowd surrounded the first car taken out this

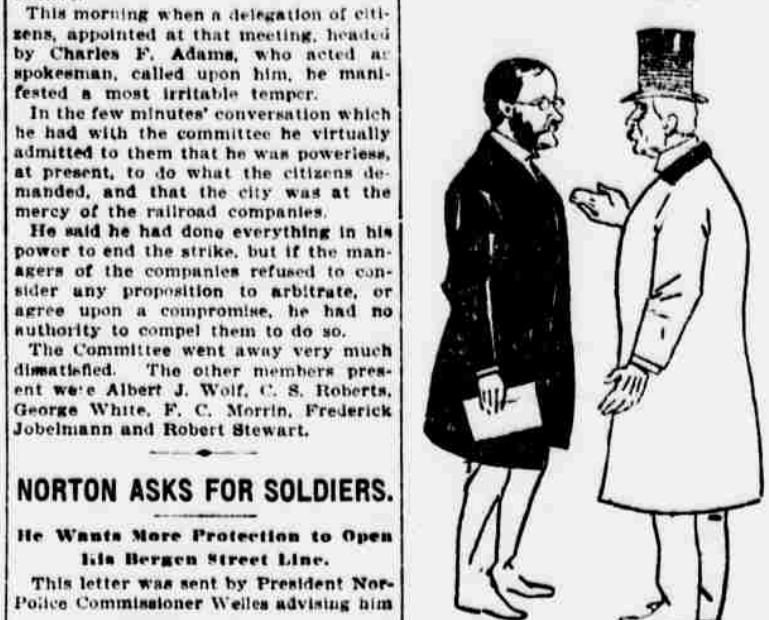
The mass-meeting held at the Brooklyn Athenaeum last evening, in which the Mayor was scored by the speakers for not compelling the trolley companies to fulfil the provisions of their franchise or demanding the surrender of their charters had evidently nettled the executive.

This morning when a delegation of citizens, appointed at that meeting, headed by Charles F. Adams, who acted as spokesman, called upon him, he manifested a most irritable temper.

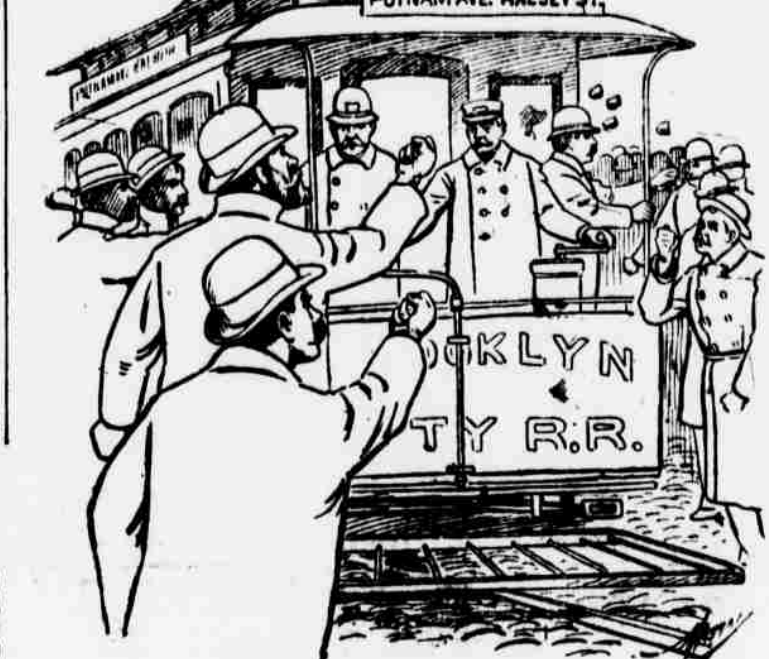
In the few minutes' conversation which he had with the committee he virtually admitted to them that he was powerless, at present, to do what the citizens demanded, and that the city was at the mercy of the railroad companies.

He said he had done everything in his power to end the strike, but if the managers of the companies refused to consider any proposition to arbitrate, or agree upon a compromise, he had no authority to compel them to do so.

The Committee went away very much dissatisfied. The other members present were Albert J. Wolf, C. S. Roberts, George White, F. C. Morris, Frederick Jobelmann and Robert Stewart.



MAYOR SCHIEREN AND COMMISSIONER WELLES IN CONFERENCE.



Attack on a Putnam Avenue Car.

to call out the militia to assist the police.

His Dear Sir: We are in a position now to open Bergen street, and have at present means to open other lines to-morrow morning if we can get the cars to run. As I said this afternoon, of course, one at a time is sufficient. We had just gotten both Fifth Avenue line in running order—that is, to the bridge and South Ferry—and Bergen street is our next objective point. We have a large number of men on hand under pay and willing to work at a moment's notice, and it is my desire that the public be inconvenienced as long as possible.

As I have heretofore said I believe it may be necessary, in order to do this, to augment your forces by the militia. At the same time you know your business best. With the proper protection it will not take us longer than three days to have every wheel turning which we can, and I would be glad to have cooperation from your department commensurate with our desire.

Won't you kindly advise me either tonight or the first thing in the morning what we may expect? A determined effort will have more to do with bringing the entire matter to a focus than anything else, and above all, the public should not be required to wait any longer.

Very respectfully yours,
BENJAMIN NORTON, President.

Commissioner Welles went to the Mayor's office with the letter, and after a long conference with the executive a messenger was dispatched for Corporation Counsel McDonald. The conference of the three officials lasted a couple of hours.

Shortly before noon, Commissioner Welles dictated the following reply to President Norton:

Commissioner's Office,
Department of Police and Excise,
Brooklyn, N. Y., Jan. 8, 1895.

Benjamin Norton, Esq., President Atlantic Avenue Railroad Company.

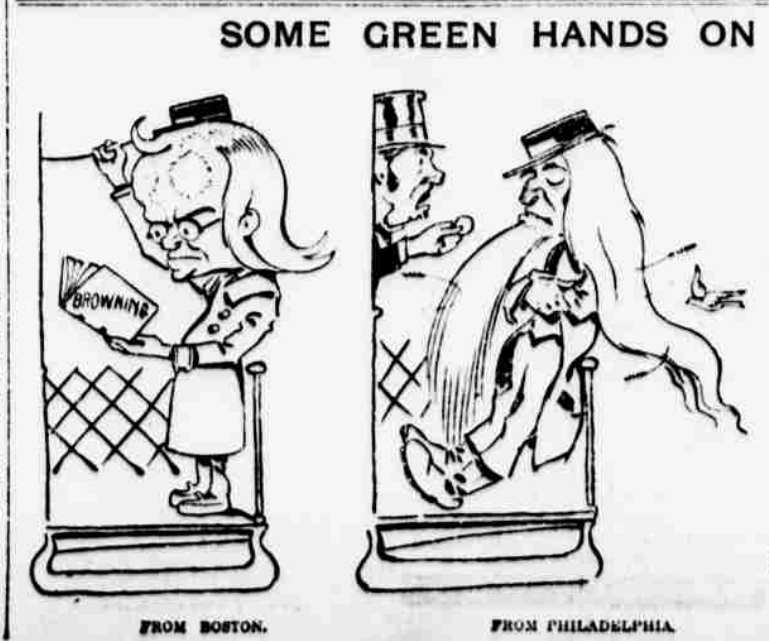
Sir: I have given a very careful consideration to your letter of the 7th inst., and we desire that the subject matter with the Mayor.

In common with the entire public of this city, we are deeply interested in the restoration of the trolley lines, as well as that of the others, should be peacefully restored to the ordinary condition in the shortest possible time.

We are ready to run the various lines of the Atlantic Avenue Railroad Company. We have got the necessary equipment and conductors and are awaiting proper police protection. The public demand that we should run our cars.

(Continued on Second Page.)

Prof. Dorenius in his chemical analysis of the trolley cars, found that the cars were made of a material which was not suitable for the purpose. He found that the cars were made of a material which was not suitable for the purpose. He found that the cars were made of a material which was not suitable for the purpose.



FROM BOSTON.

FROM PHILADELPHIA.

FROM CHICAGO.

FROM ASBURY PARK.

NIGHT EDITION

E. O. QUIGLEY IS A FORGER.

He Confesses to Defrauding the Mercantile National Bank of \$144,000.

A BROKER AT 6 WALL STREET.

Indicted, Pleading Guilty and Was Remanded for Sentence.

EXONERATES PARTNER TUTTLE.

The Fraud Brought to Light by the Hypothecation of Forged City Bonds.

Edwin O. Quigley, a broker of 6 Wall street, was arrested at 12 o'clock to-day by Detective Sergents Reilly and Von Gerichten, on a bench warrant from the Court of General Sessions for forgery.

Quigley was taken to the District-Attorney's office at once, where he made a full confession that he had committed forgeries to the extent of over \$100,000 upon the Mercantile National Bank, of 191 Broadway.

He made this confession to F. B. Schenck, cashier of that bank, and to Silas D. Brownell, the bank's attorney, of 71 Wall street.

These two gentlemen were notified as soon as Quigley was arrested, and went at once to the District-Attorney's office and persuaded him to make the confession.



MERCANTILE NATIONAL BANK.

The fraud was unearthed as a result of the exclusive story in "The World" this morning, exposing the fraudulent floating of city bonds through the Mercantile Bank.

Already Remanded for Sentence.

At 1 o'clock this afternoon Quigley was indicted by the Grand Jury. At 1:30 he confessed to forgery before Recorder Giff, and was immediately remanded until next Wednesday for sentence, without bail.

The maximum penalty fixed by law for Quigley's crime—forgery in the first degree—is twenty years in the State prison.

The news reached the exchanges in a few minutes and there was a rush to get the details of the robbery.



E. O. Quigley, Broker, Society Man and Forger. (Sketch by an "Evening World" artist in court this afternoon.)

There is much speculation on the street as to whether others will be implicated.

Quigley confessed to having received \$144,000 which had been advanced to him by the Mercantile National Bank on forged bonds of the city of Harrisburg, Pa., Cleveland, O., and other cities. The bonds were left by Quigley for security with the bank.

He deposited in this way \$100,000 worth of bonds, and the bank lent \$144,000 on them. These forged bonds have been deposited at the bank for the last three or four months, and it was only yesterday that the bank discovered their worthless character.



WILLIAM P. ST. JOHN, President of the Mercantile National Bank.

The forgery was discovered when the bank tried to collect the money on one of the coupons of one of the Cleveland bonds.

President St. John's Statement.

At the Mercantile National Bank, President William P. St. John was seen and made the following statement:

"Here is everything we know about the case or can say:

"The discovery of the forgeries came about through our questions about a loan for some customers.

"We hold \$7,000 city of Cleveland (O.), \$30,000 city of Springfield (O.), \$35,000 city of Harrisburg (Pa.) and \$60,000 city of Zanesville (O.), a total of \$137,000 of forged bonds against the bank's advances of about \$144,000, which will be reduced by some successful levies under attachments already made in New York and other cities. The Mercantile National Bank's recent report on condition shows a capital of \$1,000,000, with surplus and profits of \$1,100,000 additional.

Exonerates His Partner.

Quigley himself admits the forgeries, saying that his partner, Tuttle, resident in New Haven, is ignorant of them.

"The firm of Quigley & Tuttle, dealers in county and municipal bonds and other investment securities, was organized in 1890, Quigley having been connected with a firm of old customers of the bank. The firm was organized under the advice of Tuttle's father, one of

the most substantial and well-posted citizens of New Haven, himself a long time friend of the bank.

"Quigley's family associations were also deemed among the best, and his business experience was considerable.

"The account has been an active one, loans and repayments being large and frequent. Evidence of a widespread confidence in the firm on the part of moneyed institutions and others throughout New England, and the businesslike conduct of the account, left no room for suspicion of Quigley at any point.

"The bonds forged were of cities whose credit is high and they were hypothecated to the bank in parcels from time to time under exchanges of collateral among the different loans. Quigley attributes his downfall to speculations, of which he kept no book record, depending on memoranda in order to blind his employees."

It is understood that a number of out-of-town banks have some of the forged bonds, on which they have made advances.

Quigley Did Not Try to Run Away.

Mr. St. John said that Quigley had not tried to run away, and as soon as he was found, he admitted the forgeries; that is, he said that though he had no hand in making the bonds he knew they were not good.

It is said that another firm of Wall street brokers is mixed up in the matter, but at both the Mercantile and the American Exchange National Banks the officials positively refused to make known the name of this other firm.

The cashier of the bank said this afternoon that the bank had issued attachments on a good deal of Quigley's property, and that they expected to recover a large proportion of the money.

Quigley in his confession says that he was all alone in this matter, and had no accomplices whatsoever.

He had the bonds printed himself, forged the signatures himself, and attended personally to all the details of the matter.

He took his arrest very coolly, and did not seem in the least agitated while making his confession. He is a large, fleshy, well-groomed man and looked like a high liver. He is married and lives in Orange, N. J.

Constitution in Banking Circles.

This robbery, coming so closely after the discovery of Seely's embezzlement of over \$25,000 from the Shoe and Leather Bank, and a sequence of other bank robberies, has renewed the suspicion with regard to present banking methods, and many financiers expressed the opinion that there should be legislation regarding banking methods.

Among Quigley's friends the surprise caused by the announcement amounted to consternation.

Following this the announcement that Quigley had confessed robbing the bank added additional surprise, because it followed the assertion caused by the discovery that forged bonds of the city of Cleveland had been unloaded on the Mercantile National and probably on other institutions.

This became known by the presentation of a coupon from a forged bond to the American National Exchange Bank of this city, which is the financial agent of the Cleveland corporation.

The cashier was suspicious, and made an investigation, which resulted in the discovery that the bond had been forged.

When the American National Exchange Bank was asked for particulars, its officials would give no information except that at least one of the forged bonds was held by the Mercantile National Bank.

Suspicious First Aroused.

The fact that only one coupon was presented by the Mercantile Bank, and that only "for inquiry," would indicate that some way the suspicious of the bank's officials had been aroused. The bond was for \$1,000, and the coupon, a semi-annual one, called for \$250. It is safe to say that the sum involved is not \$250. President St. John admitted that the bond from which the coupon had been detached was in the possession of the bank, which would indicate that the coupon or coupons had not been sent to the Mercantile Bank by a depositor for collection. There would be

(Continued on Sixth Page.)

For racing, entries and other sporting news see pages 2 and 7.

GIVEN AWAY UNTIL FEB. 10.

A beautiful picture for the return of 25 box covers of the "Programme" Magazine to Consolidated Cigarette Co., New York.

NIGHT EDITION

ARBITRATORS HEAR LEWIS.

President of the Brooklyn City Road Tells His Side of the Strike.

UNWILLING TO MAKE TERMS.

He Says the Agreement Proposed by the Men Was Too Expensive for His Company.

NORTON WAS REPRESENTED.

His Purchasing Agent Says the Men Gave No Notice of Their Intention to Quit.

The Board of Mediation and Arbitration began its public inquiry as to the causes of the trolley strike in Brooklyn shortly before 2 o'clock this afternoon. The session was held in the Council Chamber.

William M. Tobias, purchasing agent of the Atlantic Avenue Railway Company, was the first witness. He said he came as the representative of President Norton.

In reply to questions as to the cause of the present strike he said the employees submitted a proposition or agreement as to terms for the coming year, which the managers did not see fit to accept, and the men abruptly left them without warning.

The Company, he said, employs about 1,000 men, including conductors, motormen, etc. He understood the cause of the strike was the men wanted an increase of 25 cents in their pay, and also demanded that the trippers be limited. These were the main points of the disagreement between the management and employees.

Mr. Tobias said he did not know of any complaints prior to presenting the agreement. The men gave no notice that they intended to quit work. The Company ran twenty-six cars yesterday and started with the same number to-day. They have sufficient men now to run 125 cars if they have proper protection.

The witness could not say if the Company would treat with a committee of the strikers. He did not think they would. Violence has been offered in several instances, he said.

It was understood of the officials to run the road as best they could with the force they have. They have engaged the next witnesses. He was questioned concerning instructions from the Company to the men Sunday. He knew they had no right to act as arbitrators.

He testified that he received instructions from the Company Sunday afternoon to lay off the men in his department that night, which order he obeyed. After hearing Mr. Thorpe, the Board adjourned until 1 o'clock when it was announced that President Lewis and Norton and Manager Wicker, of the Board, would be present.

When the Board reconvened, Daniel F. Lewis, President of the Brooklyn City Road, appeared. He was not under oath, and said he could not answer generally as to the cause of the strike. It should be asked of the persons who caused it, he said. He would answer specific questions, but not general ones.

The roll call of the witnesses was made. The latter part of December, it provided for an increase of pay for the men. He, and also the directors, felt that the Company could not afford to grant the increase.

The strikers wanted change. It meant the taking of a trip in every ten run by the Company.

The witness said he only had one conference with strikers, which was last Saturday in the presence of Commissioner Freney.

As to the statement that the strike was precipitated by the Company laying off men Sunday before the strike began, he said that was not true. The men were notified that they would not be required that night, and the officials asked for electrical workers to act as motormen.

The officials understood there was to be a tie up and they felt that they could not trust the electrical workers, and as a precaution to protect the property they laid the electrical hands off.

They had made no effort to settle the strike, he said, but that had been made through the Board of Arbitration.

Mr. Lewis said that about 100 cars running today, or about twenty per cent of the total number. They have men enough to run cars on every line if they could get proper protection, but they were advised by the local authorities not to do so.

The Company desired the old employees to return to work as individuals, but it did not want to treat them as a body. The Company has obligated itself to many of their new men and could not take back all of the old men. If the old men applied promptly, about one-half of them could obtain their jobs.

President Lewis admitted that the number of trips since the introduction of the trolley system had been increased. He evaded a direct answer to a question as to whether the Company had increased the rate of speed. He did not think the subject had any bearing upon the strike.

State Arbitration Commissioner Robertson said to a reporter to-day that

(Continued on Second Page.)